

RESERVE COPY

PATENT SPECIFICATION



Application Date: April 8, 1937. No. 9964/37.

485.320

Complete Specification Left: July 2, 1937.

Complete Specification Accepted: May 18, 1938.

PROVISIONAL SPECIFICATION

Improvements in and relating to Seats for Motor Road Vehicles

We, FRANK ALPHONSO SMITHSON, of 26, Grantham Road, Bradford, Yorkshire, and ERNEST SMITHSON, of Hillgarth, Newlyn Road, Riddlesden, Keighley, Yorkshire, both British Subjects, do hereby declare the nature of this invention to be as follows:—

This invention relates to improvements in connection with seats for motor road vehicles.

It is well known that with ordinary seats especially those to the front of the vehicle i.e. driver and passengers seats, it is not easy to remove one's legs when leaving the vehicle by the door, and it is to render this movement easier that we construct and arrange a seat, which will pivot or swing towards the door when so desired. That is, the passenger's seat will turn to the left and the driver's seat to the right, and to this end the base of the seat may be considered as a fixture and be provided with oppositely disposed guide arcs or segments arranged around a central boss or flange and the under side of the seat or seat cushion will have a central boss or flange to take into or over the central fitting in the base. Spaced off from the seat boss or like opposite one another, will be depending lugs, suitably shaped to take into the segmental guides and permit revolution of the seat to the right or left as desired. The segmental guides will be of channel sections closed

at each end and provided with suitable clips to engage the seat lugs in the two extreme positions to retain the seat in position.

In order to prevent the seat from rising and yet permit its removal as desired, the segmental guides may have under-cut flanges to receive a projection or projections carried on the ends of the said depending lugs and at one or more points the segmental guides will have cuts or slots in their walls to permit the lugs to be placed in position.

Whilst the central engaging bosses or fittings may be a movable fit with suitable lubricant, the said fittings may be provided with ball races or anti-friction bearings.

It will be seen from the foregoing broad description that the user may readily swing himself round in the desired direction i.e. towards the door. The seat fitting will be the same for both front seats, but the disposition of the segmental guides in the base may vary.

Provision will be made for the compression of the seat, in use, to clear the seat back or rest.

Dated the 7th day of April, 1937.

OLIVE WAUGH,
Chartered Patent Agent,
Sunbridge Chambers, Bradford,
Yorkshire.

COMPLETE SPECIFICATION

Improvements in and relating to Seats for Motor Road Vehicles

We, FRANK ALPHONSO SMITHSON, of 26, Grantham Road, Bradford, Yorkshire, and ERNEST SMITHSON, of Hillgarth, Newlyn Road, Riddlesden, Keighley, Yorkshire, both British Subjects, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to improvements in connection with seats for motor road vehicles, of the kind which are adapted to rotate about a central pivot.

It is well known that with ordinary seats especially those to the front of the vehicle, i.e. driver and passenger's seats, it is not easy to remove one's legs when leaving the vehicle by the door, and it is to render this movement easier that I construct and arrange a seat, which will pivot or swing towards the door when so desired. That is, the passenger's seat will turn to the left and the driver's seat to the right, and to this end the base or support of the seat may be considered as a fixture and according to the invention is provided with oppositely disposed guide arcs or

BEST AVAILABLE COPY

segments arranged around a central boss or flange and the under side of the seat or seat cushion will have a central boss or annular flange to take into or over the central fitting in the base, while spaced off from the seat boss or like, opposite one another, will be depending lugs, suitably shaped to take into the segmental guides and permit revolution of the seat to the right or left as desired, and the segmental guides will be of channel sections closed at each end and provided with suitable clips to engage the seat lugs, in the two extreme positions to retain the seat in position.

In order to prevent the seat from rising and yet permit its removal as desired, the segmental guides may have under-cut flanges to receive a projection or projections carried on the ends of the said depending lugs and at one or more points the segmental guides will have cuts or slots in their walls to permit the lugs to be placed in position.

Whilst the central engaging bosses or fittings may be a movable fit with suitable lubricant, the said fittings may be provided with ball races or anti-friction bearings.

It will be seen from the foregoing broad description that the user may readily swing himself round in the desired direction, i.e. towards the door. The seat fitting will be the same for both front seats, but the disposition of the segmental guides in the base may vary.

Provision will be made for the compression of the seat, in use, to clear the seat back or rest.

No claim is intended per se to a pivoted seat which can be turned from normal position to the right or to the left in one direction only, or which can be temporarily locked in a normal or swing position.

In describing our invention in detail reference is made to the accompanying sheet of drawings, similar letters indicating similar parts, in which

Fig. 1 represents a seat support according to our invention.

Fig. 2 represents a view of a seat to the left hand side of the vehicle.

Fig. 3 represents a fitting attached to the underside of a seat cushion or like.

Fig. 4 represents a section on line *a b* of Fig. 2 and

Fig. 5 represents a detail hereinafter referred to.

To carry our invention into effect and referring to the drawings wherein is shown a passenger's seat to the left of a driver adapted to be moved or swung to the left.

A driver's seat will be adapted to swing in an opposite direction.

Each seat will preferably have its own base support B although in some forms one base B may serve two seats. The said base B will be provided with oppositely disposed channel like arcs or segments A arranged around a central boss or flange C which boss will act as a centralising device for a depending flange D which will fit around the outside, or inside of the flange C, the depending flange D being mounted on the underside of the cushion or seat member S.

Spaced off from the seat flange D are depending lugs L suitably shaped and adapted to enter the channels A, these lugs for a purpose hereinafter mentioned, will by preference be provided with a notch or notches L¹ and be pointed as at L².

When the seat S is placed in position the lugs L will enter the arcuate channels A and the seat may be moved right and left with an arc movement. The ends A¹ of the channels will be solid and a serrated spring clip A² will be provided in order that the lugs L may be engaged thereby the serrations of the clip entering the notch or notches L¹ and provide a temporary securing means, an enlarged view of this arrangement is illustrated in fig. 5.

In order to prevent the seat from rising and yet permit its removal from the base B the guides A may have under-cut flanges A³ to receive projecting parts L³ carried by the lugs L and for these projections to pass into the guides; at one or more points, the side walls of the guides may be cut back as at A⁴. This arrangement is illustrated in fig. 5.

If only one set of cut away parts A⁴ is provided for each guide then only in one position can the seat be placed in position.

Whilst the central engaging bosses or flanges may be a movable fit with suitable lubricant, we may provide ball or other anti-friction bearings.

The arrow in fig. 2 shows the direction of movement of the passenger's seat. For a driver's seat the direction of movement will be reversed.

The seat S may be shaped out at its sides as at S¹ and where two seats are side by side sufficient space will be left between them to allow for compression of the seats and to prevent liability of jamming.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim is:—

1. An improved seat for motor road vehicles of the kind referred to characterised by a seat support provided with

- oppositely disposed arcuate guides arranged around a central boss or annular flange, adapted to be engaged by a central boss or an annular flange carried by the under part of a seat and depending shaped lugs on the under part of the seat adapted to enter the arcuate guides to permit the seat to be turned through an angle in one direction only either to the right or to the left of the normal position and wherein the depending lugs carried by the under part of the seat are adapted to enter the arcuate guides and be temporarily locked in either the normal or swung position.
- 15 2. An improved seat for motor road vehicles according to the preceding claim where the arcuate guides are adapted to receive the seat projections and such guides to act as a retaining member for

the seat in respect to its base and yet permit its removal.

3. An improved seat for motor road vehicles according to the preceding claims wherein the arcuate guides are provided with serrated spring clips adapted to take into notches provided in the seat projecting pieces (L).

4. The motor road vehicle seat and base therefor arranged and constructed substantially as described and illustrated in the accompanying drawings.

Dated the 28th day of June, 1937.

CLIVE WAUGH,
Chartered Patent Agent,
Sunbridge Chambers, Bradford,
Yorkshire.

Leamington Spa: Printed for His Majesty's Stationery Office, by the Courier Press.—1938.

BEST AVAILABLE COPY

[This Drawing is a reproduction of the Original on a reduced scale.]

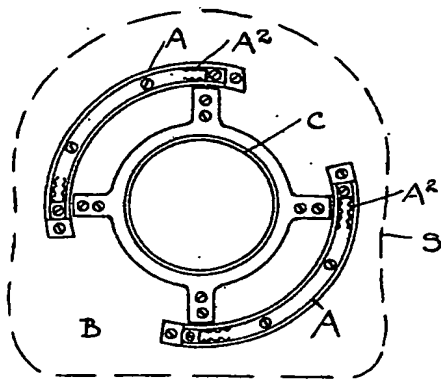


Fig. 1.

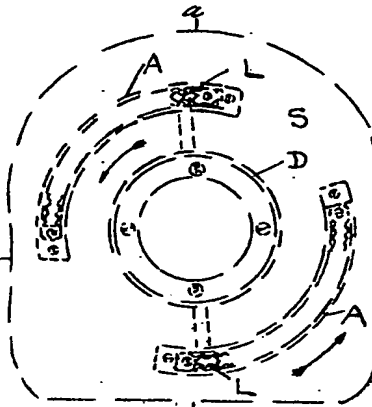


Fig. 2.

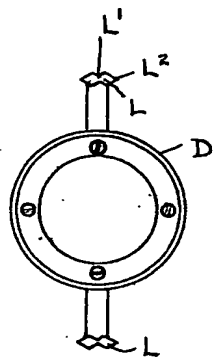


Fig. 3.

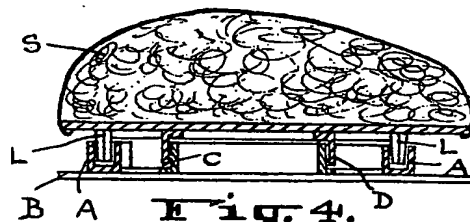


Fig. 4.

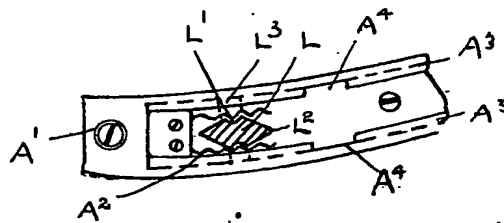


Fig. 5.

BEST AVAILABLE COPY